

Travel Management on Public Lands Workshop
2/21/06-2/23/06:
Research, Collaboration, and Management Approaches

Notes by Mary Ann Chambers

February 21, 2006

Dale Blahna, Utah State University
Keynote Speaker
Roads, Recreation and Resource Protection:
A Reconsideration of the Ecology Approach

Big picture issues of Travel Management (T.M.):

- How to balance use and protection
- Collaboration
- Lessons Learned
- Philosophical context

The one of the Chief of the FS Four Great Threats is unmanaged recreation, which includes:

- Roads
- Off road Travel

Lots of references to studies and direction dating back to Nixon's Executive order in 1972, Studies done in the '80s, District Ranger Baumgarten in Logan in 1990.

Study of Forest Planning, 1990 on six Forests these plans stated:

- No new Rds
- Access to existing Recreation
- Keep system the same size

But:

- Roads never Closed
- There were no Rec. objectives
- No link between T.M. ever made.

Recreation is undervalued and there was a mis-use of the social sciences.

What is happening today?

- Oil and Gas (O&G) pressures are high and will continue to be high.
- I.D. Roads

- Prohibit off road travel
- Provide Access and use and opportunity diversity.

How do we do that?

There are 2 paradoxes

1. Provide recreation experiences
2. Use collaboration and Science to make decisions

Traditional approaches to Public Involvement do not work in this environment.

Closing roads is not necessarily good for the land.

Use impacts usually occur with the first users. Each additional user does not add more impact.

We have to take a regional approach to improve structure.

Limits in closure make the most sense.

Limiting routes will make sense if we make it socially acceptable by:

- Protecting resources and access
- Identify these areas on a map
- Identify key routes
- Understand experiences
- Fix problems
- Show results of protection and access.

Users do agree on many issues:

Economic feasibility is one issue users agree on.

Willingness to pay is another one, in one study 69% agreed.

But there are Caveats:

- Fees have to be nominal
- Funds have to stay local
- Visitors can see what their money is used for.

Case Study: Slick Rock, near Moab, Ut.

- The Trail was not a problem
- Camping was the problem
- Users said crowding was not a problem
- The physical impacts were a problem for 39% of users, not a problem for 38% of users.

- After suggesting where to camp did not work, they charged a fee and hardened the sites.

Collaboration and Science vague in Regs.

Discussion:

Drawing battle lines early in scoping is not a good idea.

For Fees we need to agree on:

- What the money will be used for and
- Create public ownership.

Better mapping services make fees worth it.

Show results.

Methane exploration is an example of issues related to travel mgmt. it is not just rec.

Francisco Valenzuela, USDA Forest Service Forest Service T.M. Rule Implementation

Recreation is the King of the Forest.

T.M. rule came out November '05.

Ad shown that says “We do have vehicles that make the highway is just a suggestion.”

Harmless vs. Harmful fun

With Motorized use, we are forging sustainable system of routes.

Why the Rule?

- Serve People
- Protect land
- A better way to do that.

Chief's Commitment

Requirements of the Rule:

- Each unit designates routes and produces a map.
- Create a legal document – the map.
- Use not designated is prohibited.
- Do this in four years.
- Keep current regs. until then.

Criteria for designation:

- National Forest System (NFS) land
- NFS roads and trails
- Jurisdiction

Consider:

- Damage
- Vehicle class
- Neighbors

Dispersed camping and game retrieval are difficult because these activities are allowed in many Forest Plans and it is an allowed form of off road travel.

Spirit of the rule:

- Build on decisions
- If no change needed implement the rule on your present system.

The process of Planning for this:

- Pre-Nepa
- NEPA
- Publish
- Implement and Monitor
- Designation On-going
- Monitor and revise

Find Common Ground

Care for the land

3-E's

- Educate
- Enforcement
- Engineering

are needed to implement the rule.

This is not easy. It is an economic challenge because there is less Fed money around.

Discussion:

There are some prejudices out there on different districts about travel mgmt. Consistency will be important.

What will happen to the game retrieval?
FS R2 is working on that.

We have to work together on this and sometimes we don't have jurisdiction. Counties may be able to help with this.

Why can't the FS supply us w/ Recreation Specialists? Good question!!!!

Safety needs to be a component.

Information is needed about facility safety including roads.

Mixed use creates some safety issues.

Jurisdiction problems will be key and difficult.

It is also expensive.

We will also be working with user groups to get right of way.

You have lots of roads that should be decommissioned because past decisions or they were user created. What will you do w/ those?

We will start with some of those decisions

Jeff Brooks, Rocky Mt. Research Station
Understanding the Wicked Nature of Unmanaged
Recreation in the Colorado Front Range

Unmanaged use is a complex threat not just about ATVs and vehicles.

To describe the nature of this use we focused on Wickedness, a socio term for describing difficult problems.

See handout for definitions.

See Table on slide #7.

Forest Service has too many visitors.

Developed sites are in OK shape, but there are some highly impacted undeveloped sites.

Anything within an hour of Denver is fair game.

Motorized users fear FS will not have money to regulate.

Non-motorized perspective

- They support the rule
- And are also fearful about the resources available

Motorized Rec. fits the definition of a wicked problem because:

- There is polarization
- People are defining the problem and the solutions based upon what is dear to them.

Discussion:

Focus on the problem rather than the cause of the problem.

You have to look at what people are looking for, what trails mean to different people.

What benefit people get from a trail besides # of people who can use an area?

Benefits analysis is needed.

A collaborative process may be a better approach.

Kreg Lindberg Oregon State University Snowmobilers and Cross Country Skiers: the Nature and Extent of Conflict and the Costs and Benefits of Its Reduction.

Cross-country skiers, snow-shoers have similar issues, So this research can also apply to snow shoers too.

Snowmobilers have more powerful machines and can get to areas unreachable before.

Challenge is a component of the experience for many snow-mobilers.

Snowmobiling is important to tourism and the economies of many areas.

This is not just a U.S. issue. Research was also conducted in Sweden on this.

Conflict --segregation of Snowmobilers and skiers is some an issue.

Nature of Conflict

- Direct. How those conflicts affects the type of location
- Conflict is also not asymmetric.

Noise and smell were offensive to skiers.

Safety benefit of having snowmobiles in the same area was also expressed by skiers.

Skiers also liked using snowmobile track to ski on.

Researchers asked what is appropriate.

- Reindeer herding?
- Snowmobiling?

51% said snowmobiling not appropriate.

But

One third said it did not disturb them

One third said it did disturb them.

Satisfaction is difficult to compare.

Economic valuation may help so that some financial costs can be drawn.

Researchers asked skiers to pick between two different trails that listed different attributes of snowmobile visibility and sound and smell.

There was a willingness to pay \$30 per group not to hear or smell snowmobiles.

Discussion

How could 4- stroke snowmobiles make a difference in acceptance of skiers?

Some they are quieter and smell less.

Snow-mobiliers would only use 4-strokes if they had to.

Why pay more for less power unless there is an incentive?

Did you have study what managers were considering?

Yes and also topography and other aspects, personal expectations.

What about economic analysis for Yellowstone?

The Winter Recreation Web site at Yellowstone may have that information.

Relevant to recognize economic impacts of decisions, Do people who invest in Snowmobiles have more clout? Does it effect decisions?

Education is not evaluated here.

Education can have an effect on behavior and awareness.

Are manufactures doing anything about this?

Two-stroke technology is improving.

Lunch

**Noelle Meir USDA Forest Service
Motorized Travel Planning on the Dixie National Forest**

Ecological Appreciation is needed

Real individuals care for the land and it looks like people care about it.

Public dialog on sustainability is not easily measured.

Ecological issues

Human activities

Demographics

St. George is growing by 1000 people a year

Up until this effort, there were some small projects to deal w/ travel management for watershed restoration and timber harvest.

The Duck Creek Area had:

- 3 hours from Las Vegas
- Lots of residences
- Lots of OHV use
- Trail system

This results in:

- Conflict
- Habitat fragmentation
- high road density

Collaborative efforts included:

- Field trips
- Looking at maps

The FS got \$250,000 from co-op funding from counties and others. They did an ATV trail system and produced a map.

Travel planning issues tend to be value laden.

Uncertain success, because concerns remain but they have

Adaptable system to improve

Show better evidence of care.

One hint: do not start NEPA right away.

Discussion

Maps and kiosks do they contain interpretive information or just maps?
Just maps right now. Hope to add more.

Were your contacts just local?

Ties to local groups, but also were contacted by Nat'ls too.

Bill Gibson, BLM Arizona Multi-Agency Route Inventory

BLM in Az. When they did their original route inventory did not anticipate high use.

There are 30,000 miles of routes in areas around Phoenix, Tucson and Yuma.

In 2000, Land mgmt. agencies pooled resources, inventory, and map them via GPS.

This inventory was the basis for our program. Yuma has 100% inventory Phoenix has about 80% inventory.

We sent crews out w/ maps, photos and we even take users to show us.

We use a FS enterprise team to collect field data.

Techniques

- Motor cycles w/ GPS bolted to them.
- BLM has some thing called FAM similar to FS inventory.

We were not out there designating, just taking inventory.

Data Collected:

- Use level - Low or high. No one could agree on what medium was.
- Was the trail user defined or mechanically made?
- Blame line contains the initials of the person doing the inventory

Other things we tried to capture in the data:

- Trash dumps
- Shooting areas
- Mine pits
- Recreation sites

We also take photo points.

Discussion

Linear data, digital raster data is available
Data dictionary is available from Bill

Some route information is subjective.
OHV users don't have problems with the data dictionary.

Is bringing people in from the outside to collect data a problem?
No these are highly skilled folks.
Ranger districts w/ locals verify the data
They do use locals to show them the trails.

This is paid for w/ grants and gas tax money.

BLM and intermingled lands are a problem for inventory because it is difficult to get to them.

Mike Retzlaff USDA Forest Service and Jim Westkott Colorado Demography Using Economic and Population Forecasts to Address Travel and Tourism Issues in Western Colorado

Mike Retzlaff:

People changed faster than the land because of:

- Demographic shifts
- Outsourcing
- Technology

Locals are better informed on economic issues than on Ecological ones.
They see it on Main Street and in the local papers etc.

Travel management and recreation are package deals they go together.

Finding Common Ground on the San Juan Nat'l Forest Plan Economic Data
Some groups brought our employment data into question.

We brought the state demographer in to explain the difference and it really helped find out why there were differences in our data.

Jim Westkott:

State website: www.dola.colorado.gov/demog

Census data maps for census is a big part of what we do, but we also help local governments and this was a natural fit for us to help the feds and local relationships.

Wage and salary data was what the locals were looking at.

FS used data that also included self employed people.

In demographics they say that over 90% of the land is influenced by major “drivers” like C.U. Boulder or Tech Center in Denver.

There are 3 steps in this type of analysis:

1. ID the drivers
2. Look at conditions
3. capture the information

Internet based and location neutral services

Lone Eagles are exploding 8-10% employment growth in this sector per year.

Households w/ retirees, trustafarians

Residential economic drivers, these Lone eagles growth, migration is very apparent in the west especially in Colorado.

We call it the Tsunami of growth.

Residential drivers find the state attractive.

Employment

Non-resident employment is related to tourism

13% in Accommodations and food

Other sectors include Gov. Because Of Western State College – Non resident students.

Discussion:

Amenity Migrants have second homes and bring in business to the state.

Folks know more about local conditions than resource issues.

How do you use demographics for travel management?

It gives us information on demand.

All counties will double and much of this development is next to National Forest system land. Rights of Way will be needed because all these people will want to recreate.

When you do forecasts, how will energy development influence this?

2nd homes increase w/ energy development because people involved w/ this buy 2nd homes.

Jeff Hall University of Vermont
Over –Sand Driving at Cape Cod: Research to Begin
Managing the OHV Experience

I missed this speaker.

Doug Ouren and Ray Watts, USGS
The Ecology of Roads and Their Use in the Gunnison Basin

I missed part of this presentation.

Metrics

Accessibility and Travel Modes
Monitor traffic
Defines the temporal ecological factors

Road density does not respond to how far away I am from the road.

For wildlife they measured the number of road kills by the # of roads
GPS is much more cost effective.

Bear locations and road density monitoring is tricky because the bears travel between points quite a bit.

Fragmentation is multi-dimension.

Involving publics is important.

Discussion

Do you see same pattern w/ hiker and non-motorized travel as you do w/ motorized travel?

This has not been measured.
Have not built a habitat model of this.

If you do not have this missing piece of non- motorized, you cannot jump over this by looking at wildlife activity.

Why is your approach not more integrated into travel planning?
Mapping is not good enough, but that is changing and then you can answer some other resource questions.

You can tell me when motorized use has an effect and you can't tell me what effect non-motorized use has in the same area on fragmentation?

Would like to have hunters GPSed to see what effect they have on fragmentation!

Panel Discussion
Addressing the Diverse Concerns of the Public
in Travel Management Planning: What Should be Considered?

John Bustos, U.S. Forest Service, Moderator

Panel Members

Jerry Abboud, Colorado Off Highway Conservation Organization

Vera Smith, Colorado Mountain Club

Mark Habbshaw, Commissioner, Kane County, Utah

John Bongiovanni

Janice Topkins, The Wilderness Society

Randy Rasmussen, National Trails and Water Coalition

Greg Mumm, Blue Ribbon Coalition

Panel was given 5 minutes to answer this question: Given the diverse concerns of the Public about travel management what can research do?

Jerry Abboud, Colorado Off Highway Conservation Organization

What is more effective from a deliberative point of view: Collaboration or strict NEPA input process?

The scoping process frames the discussion. For instance, not to have roads in wilderness. Talk first and do not align them (the diverse public) before the battle lines are drawn.

Would like to see research be as independent as possible.

Critters are a big issue.

Roads vs. Trails needs to be examined in greater depth.

Outcomes vs. values: in the past, outcome was more important than values.

Vera Smith, Colorado Mountain Club

We would like to see a conservation program that is focused on travel management.

CMC represents the “quiet users.” Values landscape health.

No industrial motorized recreational use.

We are interested in preserving and creating corridors for wildlife species that are protected.

We would like to see travel and recreation work within that framework of corridors.

Public involvement /Collaboration is hard for us to do this. Collaboration leaves out some publics.

Mark Habbshaw, Commissioner, Kane County, Utah

I am from southern Utah, where there are lots of restrictive reserves.

We want to keep some lands reserved for multiple use.

How do you NEPA CEQs into local planning.

More research is needed on Socio-economics.

A lot of issues can be solved by looking at issues on the ground, out in the field.

We have to continue to work together.

John Bongiovanni, Environmentally Minded OHV Enthusiast

Mediate travel management issues.

You have to have an accurate inventory w/ standardized formats.

Flexible management tools to facilitate opening or closing trails
Regular meetings with the public and walk abouts.

Human dynamics needs to be part of this.

Trail maps and info are needed.

There has to be some policing of this afterwards.

Janice Topkins, The Wilderness Society

How can we use spatial information to measure influences on the ecosystem?

Good use of technology by:

1. Simply use the technology
2. It can be done w/ what is readily available

3. Include impacts to the landscapes in research
4. Operate or act cautiously on the landscape.
5. Operate conservation biology act w/caution on the landscape.

Randy Rasmussen, National Trails and Water Coalition

Tools and methods to get the public involved. Build a bridge between Technology and sociology.

Interactive scenarios

Social preference, human dimensions

Transparency will build credibility. Web based open access to software.

Greg Mumm, Blue Ribbon Coalition

Have not effectively found ways to get user buy in. Apply some scientific effort for user buy in.

Educate publics on both ends of the spectrum (motorized and non-motorized) so they can understand what we are doing and what we can do.

Discussion:

When you participate in a collaborative effort, are you willing to go back to your constituency to tell them about why you are willing to buy in even though you are not getting everything your group wanted?

Greg: We are willing; we will look at shades of gray.

Randy: If I engage then yes I will be willing to do that.

Janice: Yes

John: Yes need data to support going back to our folks.

Mark: Need to go out in the field to come to agreement.

Vera: No, because no one speaks for the trees and the science falls away

Jerry: Yes, would take my chances with collaboration rather than the judiciary.

Collaboration does not have a science solution. How do you integrate science into this process?

Vera: Managers need to give sideboards based upon science.

What is the difference between good and bad science?

Greg: It ain't what you don't know. It's what you know.

Janice: look for peer reviewed journals.

Mark: have a process that is repeatable and insure results via monitoring.

What can you do to get people to come to the managers (about issues)?

Greg Where do we make a determination to get people on board (about an issue)?

Mark: One on one contact.

Janis: we can send agencies advanced Copies of our reports.

Day Two

Wednesday, February 22, 2006

Les Weeks, advanced Resources Solutions Inc.

Route Evaluation Overview

Purpose of Route Evaluation Tree

- Planning
- Statutory compliance
- Minimize Impacts
- Minimize User Conflicts
- Assist Enforcement

Primary Issues and Concerns

- Involving the Public
- Sensitive Resources
- T and E Species
- Proper Functioning conditions for riparian area
- Commercial and private property
- Recreation opportunities

Agency Staff Concerns

- Systematic neutral identification of routes
- Collaboration process

Sideboards

- NEPA
- ESA
- Antiquities
- NFMA/FLMA
- CFRS
- State Codes
- Various other acts

Three Major Phases

1. ID and collect data on the planning area
2. Triage and prioritize
3. Fine tune and weigh issues, develop different network options.
 - Capture and consolidate data
 - Identify conditions
 - Rectify deficiencies
 - Develop GIS

Post Evaluation Process

- Fine tune and develop software
- Create products

Evolution of the Evaluation Tree

Used to be called decision Tree, it uses flow chart (see chart)

The effectiveness is maximized by good data.

There are individual reports.

Uses Access Database

Qualities

Planning tools

- Systematic trackable
- Multi-disciplinary
- Landscape use
- Assist staff in making decisions
- Based on statutes

Feedback and Misconceptions

- Closes too much
- Does not Close enough
- Agency decides to close routes. The tool does not close routes.

Discussion

Identify relocation of non-motorized trails to relocate instead of always relocating the motorized trails when there is a conflict between users,

There should be asymmetric information on both motorized and non-motorized trails.

If you are missing a couple of drivers, how quickly can you make up for it in the program?

Almost instantly if you have the information to input.

There maybe a need to add things to the drop down menus.

What gives you the right to minimize impacts rather than eliminate them?

The CFRs do not say eliminate, it does say minimize them.

Does this interface with INFRA?

We are working on that now.

In the set criteria, every track is inventoried into the database as routes, but half of them are illegal routes. Can you record damage instead of “routes” for illegal routes?

How does the tree deal with illegal routes?

There are a number of fields to tell how a route was created.

To dismiss routes maybe a mistake since most of the damage occurs at the creation of routes.

We do not want to reward bad behavior but we do need to know what is out there.

Between 16 and 17 is usually where GIS data can be populated, but the model can be populated any time.

Ren Scammon, Advanced Resource Solutions Going Over the Process

The template uses current information on:

- Land use
- Litigation

It uses a draft dropdown menu that can be customized for adding information.
See slides for details on the menu.

On the decision tree, you answer questions at each level. This data can be populated from a GIS database (see decision tree flow chart handout).

You can clone routes and add similar data.

Sideboards for different land designations can be added for things like Nat’l Monuments or general forest areas or many other special areas.

Discussion:

How do you link this data to GIS?

It is linked by Road #.

What is approximate?

It is different for different projects. We ask the agency what they think approximate is.

The Way you ask the questions will influence the decision.

But this is just gathering data. Decisions come later as you look at alternatives.

It appears that alternatives can be defined and identified during this process.

That could happen, but it depends on how the agency designs the sideboards.

Subjective things are flagged, in memos, but that is not necessarily a good thing.

You can query the memo fields

Marissa Monger, BLM
Arizona Strip Project and Orientation to the Exercise

Description of the Area.

Orientation of the maps.

Arizona Strip did produce maps for cooperating agencies.

Description of the:

- Lay of the land
- High use areas
- Neighboring landowners
- Population areas
- Size of Area
- Big Horn Sheep areas
- Paved Rds.
- Etc.

Description of the Exercise:

Some people participated more than others did.

As time went on, more people participated.

Special note: Add catch and release rock hunting to the drop down menu (ha ha)!

Populating the database and defining alternatives after the groups met. It took 17 minutes for the first route, 10 minutes for the second route and seven minutes for the last route.

Discussion on the Exercise

“Edge fitting” with adjacent areas setting the stage for future decisions, so you have to keep that in mind as you are going through this process.

Funding sometimes determines what parts of a decision are implemented.

Funding issues are broad and intertwined and we need to get a handle on that.

Erosion does occur on existing roads and those roads need to be maintained to be sustainable. Existing roads and trails do cost money.

NEPA mitigation is a commitment for the agency and so if you do not get to it you are not keeping that commitment.

We have to get Creative about funding.

Boulder County leases farmland back to the seller. They use volunteers, etc. They are trying to be creative w/ how to get the job done.

Forest Service cost: We never get all the money we need to get things done. If you have to assign money, you always leave stuff out, because there never seems to be enough money.

There is direction that says that money should not be the 1st sieve in planning. Different levels of planning. Different levels of implementation would be a better way.

Day Three
Thursday February 23, 2006

Marissa Monger, BLM
Travel Management

Two National Monuments (NM) jointly managed by BLM and National Park Service (NPS).

Different missions multiple use vs. Protection.

Travel Management Effort started in '99.

Route Inventory and evaluation of NM within 5 years

They used Trimble GPS equipment.

3.3 million acres. They now have 100 GIS layers.

See Marissa's Notes.

Meta Data is information about how the data was collected. It is searchable.
Distribution, quality are descriptors for meta data.

How do you control access to your data? When someone want to change something.
GPS solves a lot of those questions.

They control access to the master file and someone makes a request. The data is verified along w/ the meta data and information.

Route Evaluation Hints:

- designate a team
- consistent team working on this
- breaking up area into manageable pieces

It took about a year to get alternatives to present to the manager.

Discussion:

What kind of Alts? Similar to the exercise yesterday, but much more detailed.
It included desired future conditions, allocations, etc

www.blm.gov/az/lup/stip/stip_plan.html website where RLMP available.

See handout for:

- GIS Layers
- List of Layers

Software really helps speed things up.

Feedback loop for cooperators and adjacent land managers so they could comment and consider those for edge matching.

Managers define vision by vision by choosing areas and selecting alternatives for each area and then that was ed matched. All Alts were “bible.”

Data for route information from the public, did you give them direction for data collection? No because they gave us paper maps and we tried to consider it as we were going through the process.

**Noell Meier USDA Forest Service
Dixie National Forest Travel Planning**

GPS/Engineer named Susan supplied consistency factor for crews

Susan also went back to the districts w/ check blocks to fill in additional data.

See handout.

Discussion:

How do you determine what roads and trails for motorized use? We inventoried everything that we knew of that had motorized use and we called them undefined routes (U routes).

How ere these made and what were they used for?

Roll in recent project decisions w/ travel mgmt. components. Susan coordinated w/ GIS to make changes

Word of mouth let them to Marissa and Les for the inventory process.

Forest Supervisor was concerned about undesignated routes and because the data he was able to outreach to the community.

The FS has a transient culture. How do you keep consistency? This helps to tell the story.

How do you guarantee quality?

Institutionalize the process. It is difficult, but there are core employees who are around forever that can help w/ that.

What kind of public involvement are you doing? See handout under methods.

**Sandee McCullum BLM RAC
BLM Middle Gila Conservation Partnership**

**Jeff Brooks, Rocky Mountain Research Station
Local Jeep Club Experience and Culture**

Fundamentals of Soc. Mgmt

Trust

Capacity

Problem Definition

All overlap w/ partnerships, common goals, and collective action.

Participant Observation in a local four-wheel drive club.

Member Activities:

- Charity work
- Awards
- Raffles
- Rallies/Events
- Tow Hook Parties
- Holiday Parties
- Sledding

Experience Attributes

- Loops and linkages
- Scenery
- Historic sites

Other Attributes

- Family activities
- Building, maintaining and modifying vehicles
- Pack it in/Pack it Out
- Safety

The question for managers is how can we encourage, support, appreciate and better work with these clubs?

Marianne Thomas Utah State University
The Role of Authentic Public Participation on Federal Lands

For this research, five open-ended questions were asked about public involvement on two projects on federal land: Dixie National Forest and Grand Staircase BLM area.

Respondents were:

- Seven local business owners
- Five inholders
- 27 individuals
- 12 Gov. Employees

The study looked at:

- Type of involvement
- Satisfaction w/ the process

Results:

Respondents were more satisfied w/ the Dixie National Forest Approach than the Grand Staircase.

Here are some of the reasons respondents gave for this:

- Identified routes
- Thinking long term
- Inclusive involvement
- Acceptance & compliance
- Additional enforcement
- Future considerations
- Unbiased Management
- Additional training
- Publicize and consider
- Diverse collaboration
- Consider local expertise
- Receptiveness
- Visual Aids/face to face contact
- Comment specifically

Quote from Marianne's Study

"You don't beat a good dog that is trying."

Dana Bell, NOVAC
Communication, Communication, Communication

Effective Communication

Dana asked participants for one or two words on things that get in the way of effective communication.

- Trust
- Inactive listening
- Litigation

For people to get involved in a process they need to know what is the specific commitment.

How long and what are the responsibilities?

Managers need to:

- Provide support for collaborative work
- Unbiased facilitation
- Documentation
- Facilitation.
- Provide tools to communicate effectively
- Provide training
- Participate

Forest Service was asked to come but only as an observer.

Public Responsibility

- Empowerment to understand
- Commitment to honesty
- Empowerment to represent
- Ground rules
- Face to face
- Expected and enforced civility
- Focus on potential solutions
- Identify red flag words like “scar on the land” and “bureaucrat”

Special hints about e-mail

- Always reply to all.
- Consistent subject so it is easy to file
- Limit e-mail to one issue at a time.

When renegades come in and cause resource damage, call in local four-wheel drive club and fix damage in partnership and have the press cover it.

How to find out what groups are out there in your area?

- Contact the national organizations.
- Contact maintenance shops

Efforts are set up around issues rather than motivation and incentive how do you prevent this?

Talk to people use a club's directory or an FS directory to find the people you need to talk to.

Check w/ user groups every once in a while. Front load that input it is easier than getting it on the back end as public comment.

Posting notices at the trailhead about efforts and projects is a great idea because those are the very people who need to know.

People need to participate.

People also need to trust to tell the agencies about their favorite places.

The paradox of use and protection is a hard one to handle.

Dale Blana, Utah State University Wrap Up

How to collaborate

- Joint problem solving
- Iterative and responsive

Joint power sharing but not turning over the decision-making authority.

Recognize inherent wickedness of these problems.

Empirical data is good but can't help without some type of collaborative process

Science and collaboration is important

Need to be seeing the big picture

Focus/bound the problem

- Purpose and need
- Goals and objectives
- Balance use and protection
- Specific, bounded and measurable.

Budget, Funding and time – Oh my!